

Amtrak CLAIMS it just needs more taxpayer money

FACT

Amtrak losses on food service sales have totaled more than a billion dollars (\$1,076,000,000) over the past 12 years.

FACT

The Amtrak Inspector General found that Amtrak paid huge bonuses to ineligible management and staff.

FACT

Each of the 31 million Amtrak tickets sold last year was taxpayer subsidized by \$42.

FACT

Some Amtrak tickets were underwritten by as much as \$350 last year.

Basic Information FOR DUMMIES[®]

Amtrak



* Photo: Amtrak Sunset Limited (New Orleans to Los Angeles).

by
Congressman John L. Mica

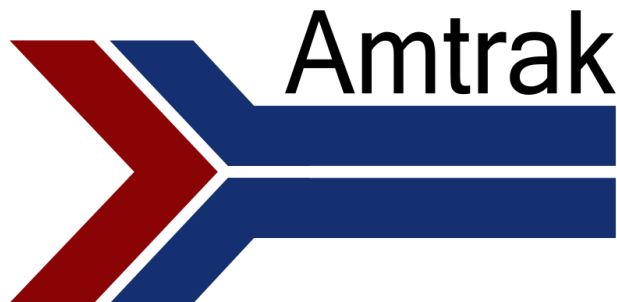
**Amtrak CLAIMS it is a well-
managed competitive passenger rail
corporation**

FACT

Amtrak has been cited by numerous Inspector General Reports for poor management, inefficient operations, project mismanagement and cost overruns.

FACT

Amtrak holds a monopoly on long-distance passenger rail service in the U.S. Today, most advanced nations allow private sector competition.



Misusing taxpayer money since 1971

**Amtrak CLAIMS it is cash-starved
by Congress**

FACT

Amtrak has received between \$1.2 billion and \$2.79 billion in taxpayer subsidies each year since 2004.

**Amtrak CLAIMS it was denied
funding for train control systems**

FACT

Amtrak made a management decision to install and activate automated train control systems in the southbound track north of Philadelphia, but never chose to install and activate the automatic train control equipment before the curve in the northbound track.

FACT

Amtrak has already received funding for positive train control technology, which is being installed.

Amtrak CLAIMS Acela provides high-speed passenger rail services

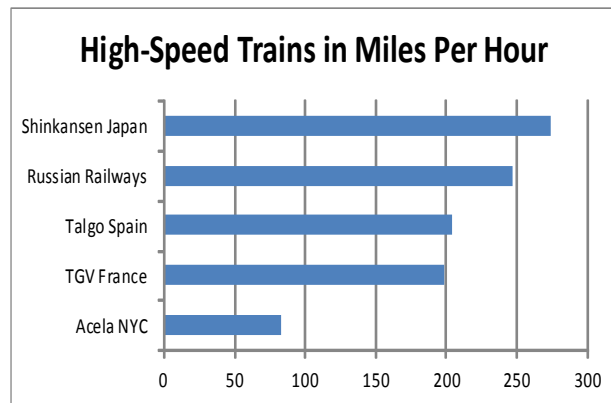
FACT

Acela operates at an average speed of 83 miles-per-hour from DC to NYC and 68 miles-per-hour from NYC to Boston.



FACT

High-speed trains operating around the world, average between 150 and 260 miles-per-hour.



Amtrak CLAIMS it must keep its passenger rail monopoly

FACT

All EU countries must open state supported passenger rail service to competition. A decade ago firms like Virgin Rail began services in the UK, significantly increasing ridership and ending subsidies. In Italy, Ferrari now competes with state supported passenger rail.

FICTION

Only taxpayer dollars can provide passenger rail services.



Amtrak CLAIMS Acela is a great success



The purchase of Acela “high speed rail” train sets was mired in costly lawsuits.



Amtrak, along its so-called “high speed rail” Acela line, contracted for tilt train passenger cars which were supposed to allow for higher speeds while rounding corners. Unfortunately, the cars designed by Amtrak were too wide and would strike oncoming cars when using the tilt mechanism. Amtrak had to put wedges in Acela cars to reduce tilt and prevent collisions.



Amtrak was forced to temporarily stop Acela services in 2005 because of a serious flaw in their braking systems.

Amtrak CLAIMS it has too much track and too many trains to maintain



Amtrak only owns and maintains most of the nearly 500 miles of track along the Northeast Corridor. Almost all of Amtrak’s over 21,000 miles of routes are owned and maintained by private freight rail.

